

Date & Place	Flights involved	Reasons
5.4.99 Calcutta	AFL-569 & AFR-6719	Area Controller had given clearance to AFL-569 to climb to FL-330 by mistake.
21.8.99 Calcutta	SWR-116 & SVA-802	The incident occurred as the Area Controller failed to monitor the converging traffic over Calcutta VOR.
24.5.2000 DOMON	SVA-785 & VRE-2470	The incident had occurred as the FIC Controller failed to realise the speed difference between the aircraft.
28.7.2000 Mumbai	DLH-8492 & N88CP	The incident had occurred as the FIC Controller failed to realise the speed difference between the aircraft and monitor the traffic.
1.12.2000 Chennai	IC-946 & JAI-822	IC-946 descended below the assigned FL-270 through FL-260 to lower altitude.

**Flight service between Guwahati and Silchar via Jorhat**

1695. SHRI KARNENDU BHATTACHARJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that there has been a long pending demand for the introduction of daily flight service between Guwahati and Silchar via Jorhat and vice-versa;

(b) if so, what is Government's reaction thereto;

(c) whether a feasibility study of starting a flight service would now be considered; and

(d) if not, the reasons therefor?

[7 August, 2001]

RAJYA SABHA

**THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV):** (a) to (d) Requests from the local people, representatives of people and local bodies for a for a linking particular places are received from time to time. Such requests are evaluated by the airline operators on the basis of several factors, the most important being commercial judgement. At present, no schedule operator is operating any air service on Guwahati-Silchar sector via Jorhat. However, following air services are available on Guwahati-Jorhat and Calcutta-Silchar sectors:

*Alliance Air:*

Calcutta-Silchar-Imphal & return — 3 flights/week

Calcutta-Silchar-Calcutta — 3 flights/week

*Jet Airways:*

Calcutta-Jorhat-Guwahati-Jorhat-Calcutta — 2 flights/week

Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country including north east regions. It is, however, upto the airlines to provide air services to specific places depending upon the traffic demand and commercial viability subject of course to compliance with route dispersal guidelines issued by the Government.

**Handing over of Hyderabad Airport  
to Private Sector**

1696. **SHRI K. RAMA MOHANA RAO:** Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the modalities have been worked out by Government for handing over the management of the existing airport at Hyderabad to the successful bidder for the new International Airport; and

(b) if not, the reasons for delay in preparing the modalities?

**THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV):** (a) At present, there is no such decision to hand over the management of existing airport at Hyderabad to the successful bidder of the new international airport at Shamsabad, Hyderabad.

(b) Does not arise.